DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0013802
Brooks County
GDOT District 4 - Tifton
SR 122 @ Brice Pond Tributary &
@ Okapilco Creek

OFFICE Design Policy & Support

DATE December 6, 2017

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Monica Flournoy, State Materials and Testing Administrator
Patrick Allen, State Utilities Engineer
Benny Walden, Statewide Location Bureau Chief
Ritchie Swindell, District Engineer
Tim Warren, District Preconstruction Engineer
Stacy Aultman, District Utilities Engineer
Scott Mann, Project Manager
BOARD MEMBER - 8th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type: Bridge Replacement | P.I. Number: 0013802
GDOT District: 4 | County: Brooks
Federal Route Number: N/A | State Route Number: SR 122
Project Number: N/A

This existing bridges on SR 122 @ Brice Pond Tributary and @ Okapilco Creek will be replaced with bridges which meet current standards and capacity requirements. The proposed roadway and bridges will have two 12-foot lanes and 6-foot rural shoulders. SR 122 will be closed and the existing bridges will be replaced with new bridges at the same locations while traffic uses a designated off-site detour.

Submitted for approval: **Updated to Address Office Head Review comments

Consultant Designer & Firm or GDOT Concept/Design Phase Office Head & Office — Columbia Engineering — Date: 10/5/17

N/A
Local Government Sponsor — Date

Kimberly W. Tadlock
State Program Delivery Administrator — Date: 10/16/17

SHP C.L.B.
GDOT Project Manager — Date: 10/12/2017

Recommendation for approval:

*Eric Duff/KLP
State Environmental Administrator — Date: 10/23/2017

*Christina Barry/KLP
For State Traffic Engineer — Date: 10/31/2017

*Bill DuVall/KLP
State Bridge Engineer — Date: 11/8/2017

* Recommendations on file

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

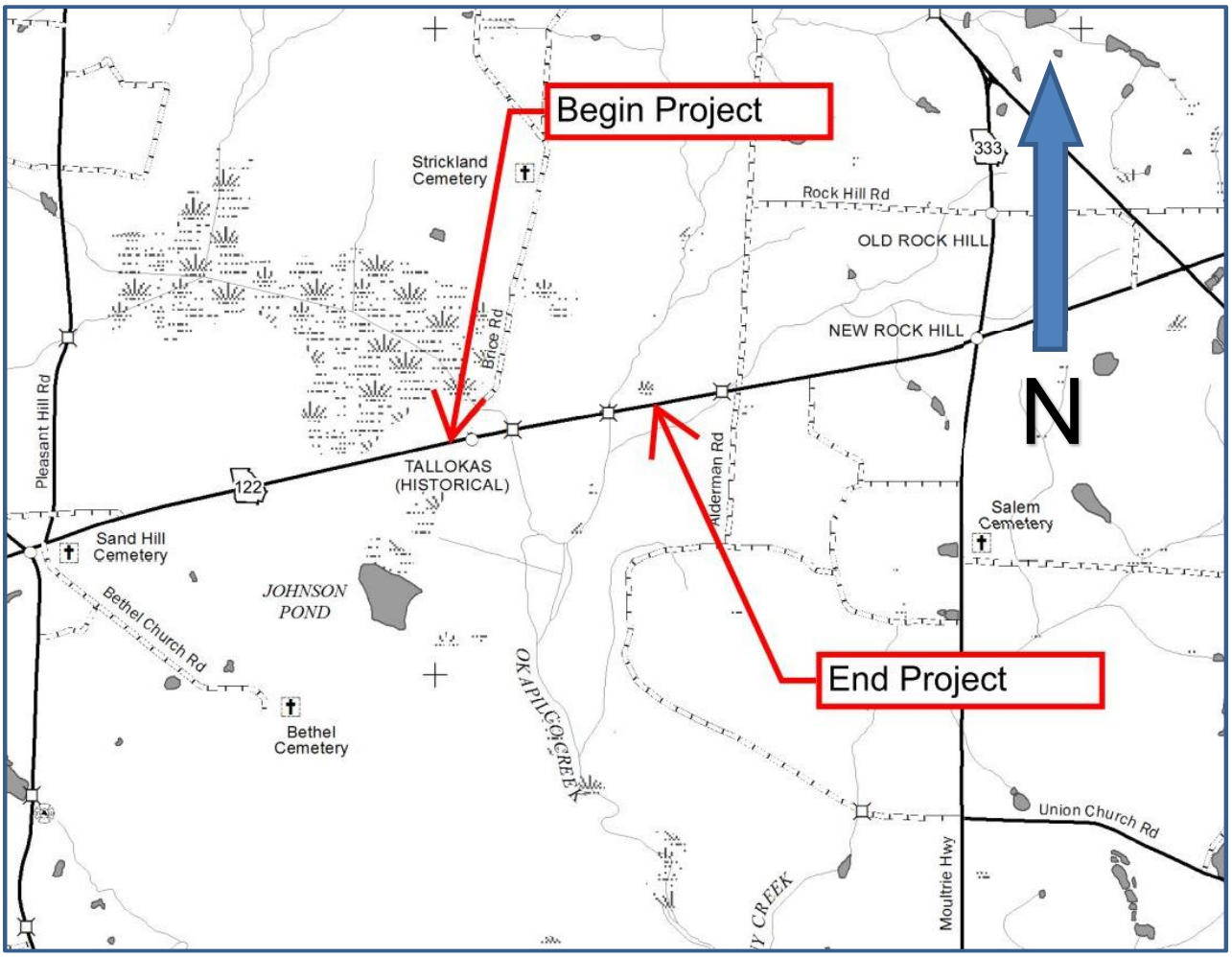
*Cynthia VanDyke/KLP
State Transportation Planning Administrator — Date: 10/26/2017

Approval:

Concur: — GDOT Director of Engineering — Date: 11/30/17

Approve: Margaret B. Pinkle — GDOT Chief Engineer — Date: 12/1/17

PROJECT LOCATION MAP



SR 122 @ Brice Pond Tributary and @ Okapilco Creek
PI 0013802
Brooks County, GA

PLANNING & BACKGROUND DATA

Project Justification Statement: This project consists of two bridges on SR 122 in Brooks County. Both bridges were designed using an H-15 vehicle, which is below current design standards.

The bridge on SR 122 over Brice Pond Tributary, Structure ID 027-0033-0, was built in 1940. The bridge consists of twenty-one (21) spans of continuous steel beams on concrete caps with steel piles. The overall condition of this bridge would be classified as fair. The deck is in fair condition with moderate concrete cracking and spalls throughout the deck. The superstructure is in fair condition. The substructure is in fair condition with moderate cracking in all caps. This bridge is classified as having an unknown foundation and therefore could be at risk for scour.

The bridge on SR 122 over Okapilco Creek, Structure ID 027-0034-0, was built in 1941. The bridge consists of forty (40) spans of continuous steel beams on concrete caps with steel piles. A structural analysis of this bridge shows a lower than expected capacity in the substructure. The overall condition of this bridge would be classified as fair. The deck is in fair condition with moderate to heavy concrete cracking and spalls with exposed rebar. The superstructure is in fair condition with some minor corrosion noted. The substructure is in satisfactory condition with moderate to heavy cracking on the pier caps and spalls with exposed rebar. This bridge is classified as having an unknown foundation and therefore could be at risk for scour.

Due to the age of both structures, the structural integrity of these bridges pertaining to their design vehicle, the deterioration of the decks on both bridges, and the unknown foundation of the substructures, replacement of these bridges is recommended. Justification statement provided by Office of Bridge Design.

Existing conditions: The project corridor is located approximately 7 miles east of Pavo, GA on SR 122 over Brice Pond Tributary and over Okapilco Creek with a speed limit of 55mph. The existing roadway is comprised of two 12-foot lanes with 6-foot rural shoulders (1.5 feet paved, 4.5 feet grassed). The existing 420' by 27.9' Brice bridge was built in 1940, has a sufficiency rating of 56.70 and two 11-foot lanes with 1-foot shoulders. The existing 800' by 25.7' Okapilco bridge was built in 1941, has a sufficiency rating of 55.30 and two 11-foot lanes with 1-foot shoulders. The primary utilities in the corridor are overhead power and underground telecommunications.

Other projects in the area:
PI 0013801 - SR 122 @ Mule Creek (Concept Development)
M005558 – Maintenance preservation at 2 locations in District 4, Area 4 (under construction)

MPO: N/A - not in an MPO **TIP #:** N/A

Congressional District(s): 8

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 13.0%
Current Year (2017): 450 Open Year (2022): 475 Design Year (2042): 500
Traffic Projections Performed by: Pond & Company
Date approved by the GDOT Office of Planning: 6/20/17

Functional Classification (Mainline): Rural Minor Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required?	☒No	☐Yes
Initial Pavement Type Selection Report Required?	☒No	☐Yes
Feasible Pavement Alternatives: ☒HMA	☐PCC	☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: This project will replace the existing bridges on SR 122 over Brice Pond Tributary and over Okapilco Creek, which are approximately 7 miles east of Pavo, with new bridges using two 12-foot lanes and 6-foot shoulders on both sides. The roadway sections will include two 12-foot lanes with 6-foot rural shoulders (2-foot paved, 4-foot grassed). The total length of the project is approximately 4,200 feet. SR 122 will be closed and the existing bridges will be replaced with new bridges at the same locations while traffic uses a designated off-site detour.

Major Structures:

Structure ID	Existing	Proposed
027-0033-0	The existing two-lane bridge is 420 feet long with a total bridge deck width of 27.9 feet, while the total bridge lane width is 23.9 feet. The sufficiency rating is 56.70. The bridge is a 21-span continuous steel beam bridge.	The proposed bridge will be 420 feet long, consisting of two 12-foot lanes with 6-foot shoulders. The total bridge deck width will be 39.25 feet. The structure will have pile bent spans. Design vehicle load is AASHTO HL-93.
ID 027-0034-0	The existing two-lane bridge is 800 feet long with a total bridge deck width of 25.7 feet, while the total bridge lane width is 23.8 feet. The sufficiency rating is 55.30. The bridge is a 40-span continuous steel beam bridge.	The proposed bridge will be 800 feet long, consisting of two 12-foot lanes with 6-foot shoulders. The total bridge deck width will be 39.25 feet. The structure will have pile bent spans with longer span over channel. Design vehicle load is AASHTO HL-93.

Mainline Design Features: SR 122

Feature	Existing	Policy*	Proposed
Typical Section			
- Number of Lanes	2		2
- **Lane Width(s)**	**11' (bridge) 12' (roadway)**	**11' – 12'**	**12'**
- **Outside Shoulder Width**	**1' (bridge) 6' (roadway)**	**6' (bridge) 6' (roadway)**	**6' (bridge) 6' (roadway)**
- Auxiliary Lanes	None		None
Posted Speed	55 mph		55 mph
Design Speed	**55 mph**	**60-75 mph**	**60 mph**
Minimum Horizontal Curve Radius	**N/A**	**1330' (6% SE Max)**	**N/A**
Maximum Superelevation Rate	**N/A**	**6% max**	**N/A**
Maximum Grade	**0.31%**	**3%**	**1.5%**
Access Control	By permit	By permit	By permit
Design Vehicle	unknown		WB-67
Pavement Type	HMA		HMA

*According to AASHTO Green Book

Major Interchanges/Intersections: *Brice Road/Copeland Road at SR 122*

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

Is the project located on a NHS roadway? ☒ No ☐ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:
None required.

Design Variances to GDOT Standard Criteria anticipated:
None required.

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements: Existing utilities include overhead and underground facilities. Colquitt EMC, Uniti Fiber and Windstream Dalton Telecom have facilities in the project corridor. Colquitt EMC has overhead and Windstream has underground facilities along Copeland Road and Brice Road, which are both west of the existing Brice Pond bridge. Unity Fiber has facilities on the north side of the existing bridges throughout the entire project corridor. The preferred alternate will not impact the utilities.

SUE Required: ☒ No ☐Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 200 ft. Proposed width: 200 ft.
Required Right-of-Way anticipated: ☒ None ☐ Yes ☐ Undetermined
Easements anticipated: ☐ None ☒ Temporary ☐ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels: 2
Displacements anticipated: Businesses: 0
Residences: 0
Other: 0
Total Displacements: 0

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:
NEPA: ☐ PCE ☒ CE ☐ EA-FONSI
GEPA*: ☐ Type A ☐ Type B ☐ None

Level of Environmental Analysis: *(check one)*
☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:
MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Protected Species water quality mitigation anticipated? ☐ No ☐ Yes ☒ TBD

Environmental Permits, Variances, Commitments, and Coordination anticipated: A section CWA Section 404 NationWide or Regional permit from the US Army Corps of Engineers (USACE) for minor impacts is anticipated. A buffer variance (BV) is also anticipated. Formal Section 7 coordination with U.S. Fish and Wildlife Service will be required for the gopher tortoise.

Air Quality:
Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes
Carbon Monoxide hotspot analysis Required? ☒ No ☐ Yes

NEPA/GEPA Comments & Information: Minor impacts to Waters of the U.S. and State Waters are anticipated for removal of the existing piers and pier placement. Temporary impacts for access may also occur. The bridge is not considered eligible for listing on the National Register of Historic Places (NRHP). One NRHP eligible Historic resource is in the vicinity of the project; however, it is believed the boundaries are outside of the project's Area of Potential Effect (APE). This has not yet been verified by GDOT or SHPO. No Archaeological sites were observed within the project limits. An aquatic survey is required. Surveys for the alligator snapping turtle have been requested by GADNR and FWS and will be conducted along with the aquatic survey in fall 2017. At least twelve existing gopher tortoise burrows were found within the project area. Formal Section 7 coordination with FWS and mitigation for potential impacts to the federally protected gopher tortoise will be required.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings:
Kickoff Meeting for TO# 3 was held on November 4, 2016 and for TO# 7 was held on June 29, 2017.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Columbia Engineering
Design	Columbia Engineering
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners, GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Edwards-Pitman
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Other coordination to date: Utility companies have been contacted for verification of facilities within project corridor. All utility owners have responded.

Project Cost Estimate and Funding Responsibilities:

	PE Activities					
	PE Funding	Section 404 Mitigation	ROW	Reimbursable Utilities	CST*	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
$ Amount	$942,758.99	$9,000 anticipated	$0	$0	$7,663,000	$8,615,000
Date of Estimate	2016	9/08/17	2016	N/A	9/08/17	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative 4 (Preferred Alternative): Close existing bridges on SR 122 and replace them with new bridges in the same locations while traffic uses a designated off-site detour. 60 mph design, 55 mph posted			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$7,672,000**
Estimated ROW Cost:	**0**	**Estimated CST Time:**	**24 months**
Rationale: This alternate was chosen due to lowest overall costs and ease of construction. This alternate has the least impacts to wetlands and streams; has no impacts to utilities; and can be constructed within the existing ROW. Environmental resources were impacted some and the cost for environmental mitigation was $9,000. For the state route detours, the additional length a truck would have to travel range from 1 to 31 additional miles. From Quitman to Pavo would be 1 extra mile traveled; from Boston to Barney would be 7 extra miles traveled; From Pavo to Barney, which is the primary route, would range from 21 - 31 extra miles traveled; 31 extra miles via the northern route and 21 extra miles via the southern route. However the local traffic could use local roads to detour around the project, reducing local traffic detour to approximately 9 miles. See attached Detour Route Maps for additional information. The off-site detour option is the preferred alternative unless there is local opposition to the detour, at which time alternative 2, which realigns the existing road to the north on new alignment, will be utilized to construct the project.			

Alternative 2: Realign the existing road to the north of the project on a new alignment. Once the project is completed, the traffic will travel on the realigned roadway. 60 mph design.			
Estimated Property Impacts:	**3**	**Estimated Total Cost:**	**$9,157,000**
Estimated ROW Cost:	**$96,000**	**Estimated CST Time:**	**36 months**
Rationale: This alternate was not chosen due to higher overall costs and more complex construction. This alternate has impacts to utilities, wetlands, and ROW. Reimbursable utilities costs were $18,200 and environmental mitigation was $51,700.			

Alternative 1: Realign the existing road to the south of the project on a new alignment. Once the project is completed, the traffic will travel on the realigned roadway. 60 mph design.			
Estimated Property Impacts:	**1**	**Estimated Total Cost:**	**$9,825,000**
Estimated ROW Cost:	**$152,000**	**Estimated CST Time:**	**36 months**
Rationale: This alternate was not chosen due to higher overall costs. This alternate had impacts to utilities, wetlands, streams, and ROW. Reimbursable utilities costs were $18,200 and environmental mitigation was $663,700.			

Alternative 3: Build temporary bridges and roadway to the south of the bridges on new alignment to use as an on-site detour. Then build the permanent bridges on the original alignment. 60 mph design.			
Estimated Property Impacts:	**2**	**Estimated Total Cost:**	**$13,102,000**
Estimated ROW Cost:	**$87,000**	**Estimated CST Time:**	**36 months**
Rationale: This alternate was not chosen due to higher overall costs. This alternate had the most impacts to environmental resources and utilities. Reimbursable utility costs were $18,200 and environmental mitigation was $641,300.			

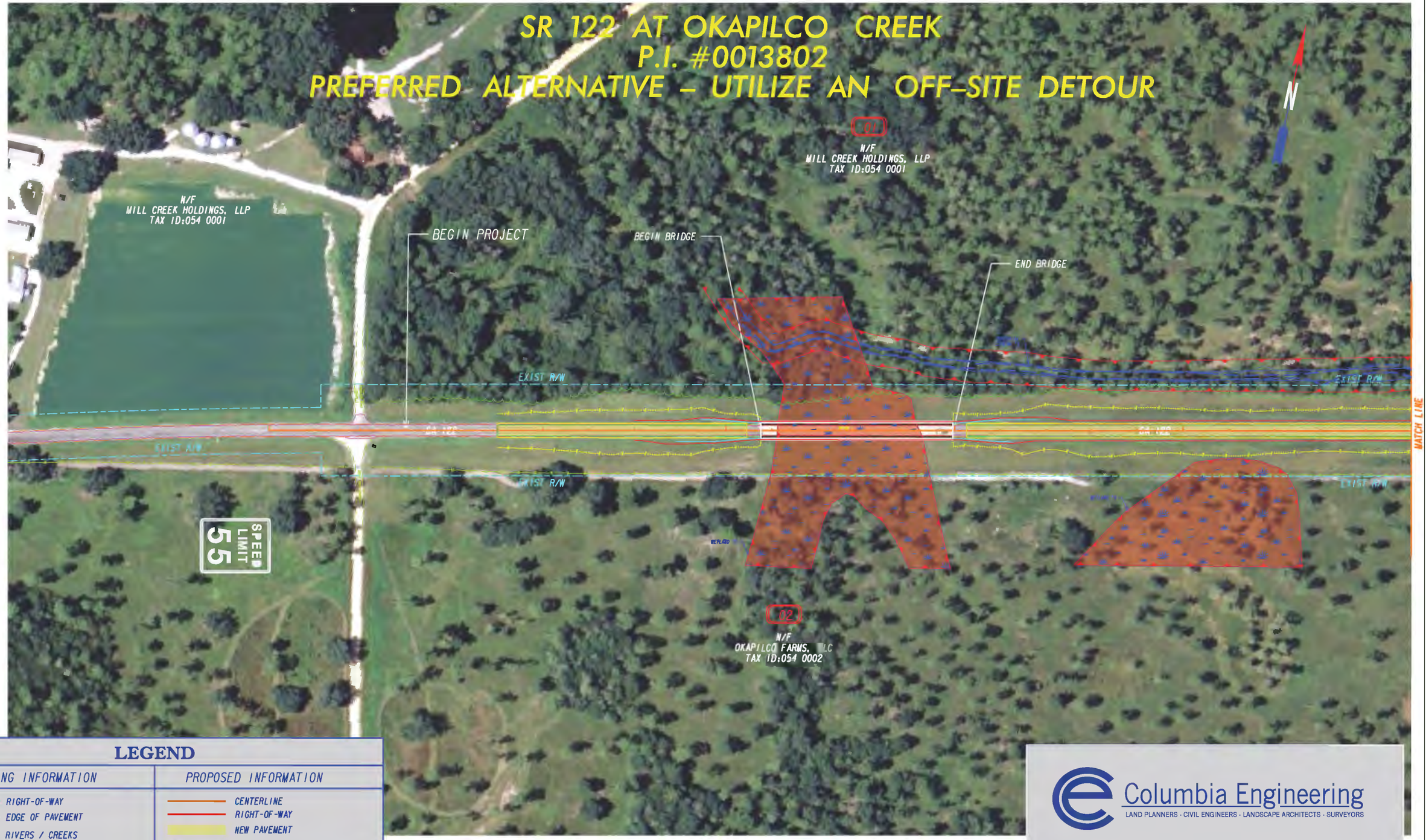
No-Build Alternative: Do nothing and retain existing bridge.			
Estimated Property Impacts:	**N/A**	**Estimated Total Cost:**	**N/A**
Estimated ROW Cost:	**N/A**	**Estimated CST Time:**	**N/A**
Rationale: These bridges received low sufficiency ratings and are currently posted H-15 loading, which is less than the current standard. The bridges are also part of the aging infrastructure of this state, meaning it will need to be replaced at some point; therefore we do not recommend the no-build alternative.			

Additional Comments/ Information: Crash summaries are not included as the project corridor did not have any accidents from 2013 thru 2016.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Concept Meeting Minutes
3. Typical sections
4. Concept Cost Estimate
5. Approved Traffic Assignment Document by Pond & Company
6. Detour Route Maps
7. Bridge Inventory Sheets
8. Kickoff Meeting Minutes for TO#3 and TO#7

SR 122 AT OKAPILCO CREEK
P.I. #0013802
PREFERRED ALTERNATIVE – UTILIZE AN OFF-SITE DETOUR



LEGEND

EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	CENTERLINE
EDGE OF PAVEMENT	RIGHT-OF-WAY
RIVERS / CREEKS	NEW PAVEMENT
WETLANDS	NEW/ WIDENED BRIDGE

SCALE IN FEET

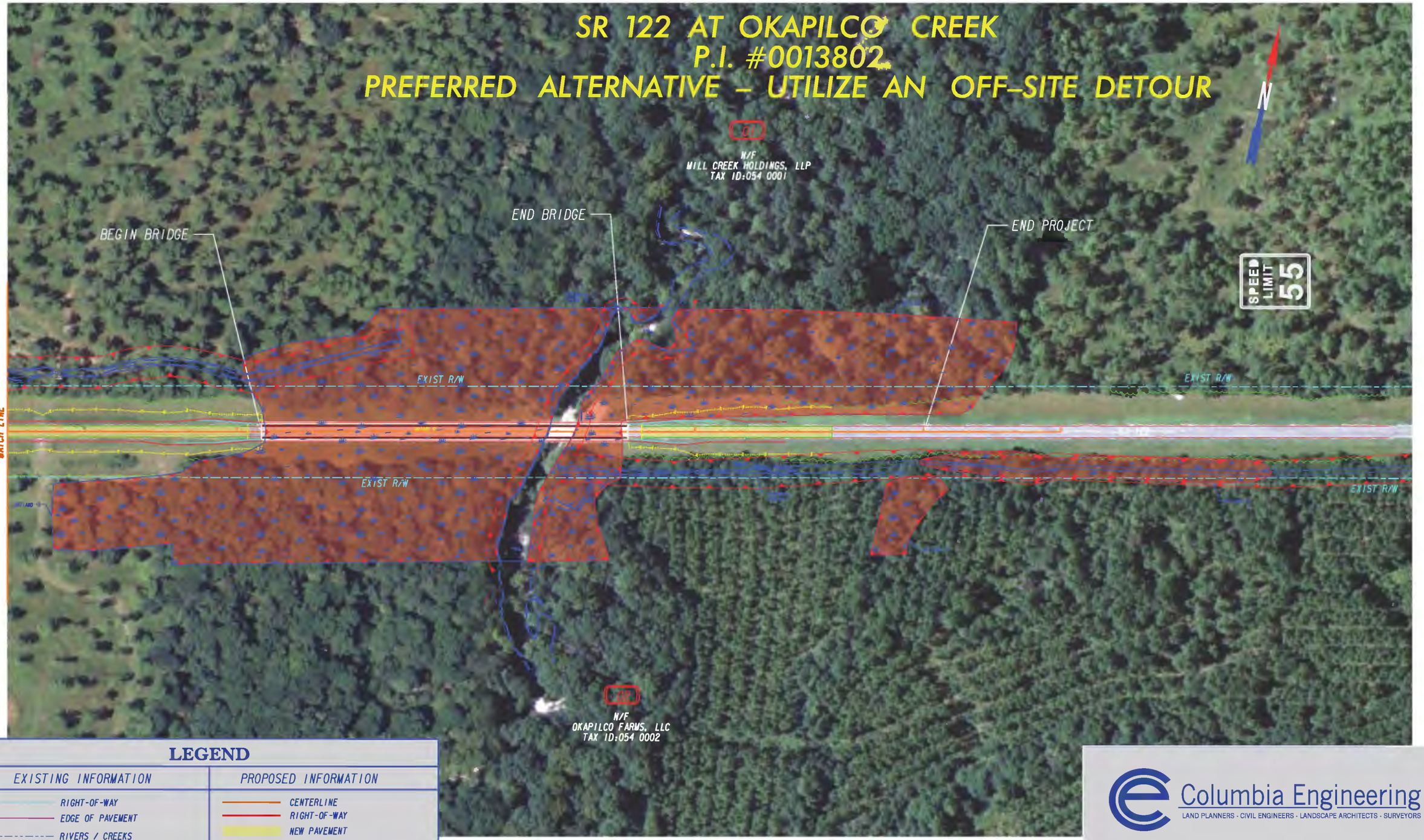
0 100 200 400

GDOT

Columbia Engineering
LAND PLANNERS - CIVIL ENGINEERS - LANDSCAPE ARCHITECTS - SURVEYORS

2862 Buford Highway, Suite 200
Duluth, GA 30096
Phone: (770) 925-0357
Fax: (770) 925-0565

SR 122 AT OKAPILCO CREEK
P.I. #0013802
PREFERRED ALTERNATIVE – UTILIZE AN OFF-SITE DETOUR



LEGEND

EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	CENTERLINE
EDGE OF PAVEMENT	RIGHT-OF-WAY
RIVERS / CREEKS	NEW PAVEMENT
WETLANDS	NEW/ WIDENED BRIDGE

SCALE IN FEET
0 100 200 400

GDOT

Columbia Engineering
LAND PLANNERS · CIVIL ENGINEERS · LANDSCAPE ARCHITECTS · SURVEYORS

2862 Buford Highway, Suite 200
Duluth, GA 30096
Phone: (770) 925-0357
Fax: (770) 925-0565

Concept Team Meeting
Bridge Replacement – SR 122 @ Brice Pond Tributary and @ Okapilco Creek
Brooks County, PI 0013802
CES No. 4690.30

Meeting Date: August 23, 2017 - 11:15 A.M. to 11:55 A.M.
Meeting Location: GDOT District 4 Office, Tifton, Georgia
GDOT General Office via Video Conference

Attendees:

COMPANY	NAME	EMAIL	PHONE
GDOT/AECOM	Sean Pharr	spharr@dot.ga.gov	404-425-6084
GDOT/SEI	Scott Mann	smann@dot.ga.gov	770-702-7033
GDOT/Engr. Services	Jason Willingham	jwillingham@dot.ga.gov	229-391-5458
GDOT/Planning & Prog.	Dennis Carter	decarter@dot.ga.gov	229-391-5504
GDOT/Pre. Constr.	Brent Thomas	bthomas@dot.ga.gov	229-386-3300
GDOT/Utilities	Theo Parker	thparker@dot.ga.gov	229-391-5514
GDOT/Traf. Ops	Riley Gerrald	jgerrald@dot.ga.gov	229-386-3435
GDOT/Planning	William Eastin	weastin@dot.ga.gov	404-631-1810
GDOT/Planning	Claudia Thompson	cthompson@dot.ga.gov	404-631-1742
GDOT/OES	Ty Sprayberry	tsprayberry@dot.ga.gov	404-631-1968
GDOT/OES-NEPA	Elliot Robertson	erobertson@dot.ga.gov	404-631-1190
Heath & Lineback	Rudolph Frampton	rframpton@heath-lineback.com	770-424-1668
Heath & Lineback	Masood Shabazaz	mshabazaz@heath-lineback.com	770-424-1668
Edwards-Pitman	Jennie Agerton	jagerton@edwards-pitman.com	770-333-9484
Columbia Engineering	Paul Cook	pcook@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Helen Hawkins	hhawkins@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Maureen Nerenbaum	mnerenbaum@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Morgan Purchell	mpurchell@Columbia-Engineering.com	770-925-0357

Layouts:

- Alternate 1 – new location to south of bridge (preferred alternate)
- Alternate 2 – new location to north of bridge

Mr. Mann and Ms. Hawkins welcomed everyone to the Concept Team Meeting and invited everyone to sign-in. Everyone introduced themselves.

Ms. Hawkins read the draft concept report. For the description of the alternates, Ms. Hawkins referred to the displays hanging on the wall. Alternate 1, currently the preferred alternate, showed locating two new bridges on new location south of the existing bridges. Alternate 2 showed locating two new bridges on new location north of the existing bridges. Alternates showing on-site and off-site were not included in the draft report because of the length of detour.

The following items mentioned need revised in the draft concept report prior to submission for review/approval:

- Under 'Other projects in the area', the project listed as PI 0013801 needs revised to show PI 0013801 – SR 122 @ Mule Creek.
- Under the 'Projected Traffic' section, revise the 'Design Year' to 2042.
- In the 'Mainline Design Feature' chart, the shoulder width policy column should be revised to 6' since GDOT allows projects with ADT < 2000 vehicles to use AASHTO design criteria, which prefers a 6' minimum shoulder width.

- Georgia Power does not have facilities within the project limits, therefore they should be removed from the report.
- Tower Cloud is now Unity Fiber, therefore the name needs updated in the report.
- Under 'Project Meetings', the referenced Task Order numbers need revised to correspond to this project (TO#3 & TO#7).
- On the responsibility chart, GDOT should be added to the 'Providing Detours' cell.
- Under 'Alternatives Discussion' section, change Alternate 1 to Alternate 2 so it matches the display title block on the layouts.
- The typical sections need rumble strip labels on the shoulders shown. These should be added to the Concept Construction Cost Estimate as well.
- Alternatives 3 and 4 need to be added as on-site detour and off-site detour with explanations of why they were not chosen.

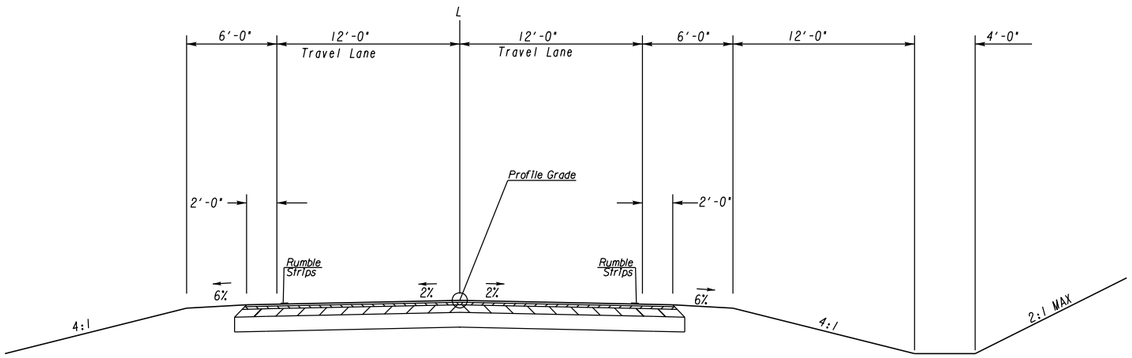
The following points were discussed during the meeting:

- A question regarding the use of scuppers on these bridges was asked. It was stated that typically a bridge cannot drain directly into federally protected areas, and theses bridges are surrounded by wetlands. These bridge areas also have gopher tortoise burrows, which are potential habitats for the federally protected eastern indigo snakes. It was mentioned that the gopher tortoise burrows are typically found in dry areas however, and not in wetlands, therefore, it may be possible to drain these long bridges into the wetlands as long as it is done outside of the defined channel and buffer. Ms. Agerton stated that the ecologist would map the burrow locations during the aquatic survey performed this fall to aid in identifying areas to avoid. Additionally, it was mentioned that if an enclosed system was used on the proposed bridges, the system would require major maintenance due to clogging within about a year. The use of scuppers will be investigated further.

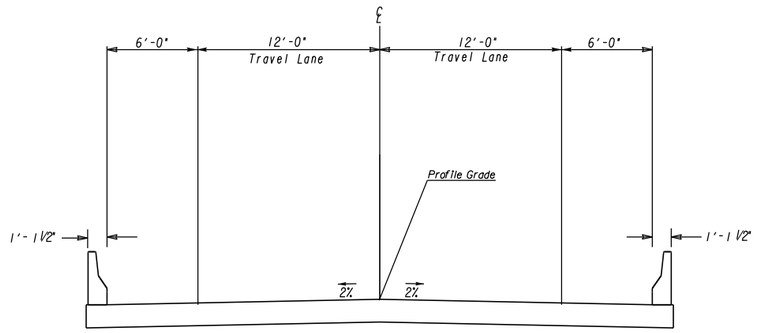
The following points were discussed in PI 0013081 Concept Team meeting, held just prior to this meeting, that apply to this project:

- The on-site detour alternative can be designed to a lower speed limit than what is currently posted. Typically, 10 mph less than the posted speed limit can be used, therefore the on-site detour design can utilize a 45-mph speed for the design criteria.
- If an off-site detour is selected, a Public meeting will be necessary and will require additional time in the schedule.
- The GDOT District Office personnel stated that their office prefers to have construction limits in required right-of-way and not in permanent easements, therefore the concept report will be adjusted accordingly.
- With the proposed roadway shoulder width of 10' and the proposed bridge shoulder width of 6', advisory "Narrow Shoulder Ahead" signs will be required in advance of the bridge and shown in the signing and marking plans.
- A question was asked why the designs show 12.5 mm SP instead of 9.5 mm SP surface layer when the traffic is low volume. Ms. Nerenbaum mentioned that she had several discussions with OMR and their direction was to use 12.5 mm SP. This project does not meet the Minor Paving guidelines because the truck percentage exceeds the allowable limit. Additionally, Mr. Pharr stated that the GDOT guidelines for Minor Paving projects is currently being updated to cover the inconsistencies with the bridge projects and will need to be implemented on all the projects once the document is approved. Also, a Pavement Design submittal was not scoped for this project and OMR stated that if the design doesn't match the Minor Paving guidelines, then the design must be presented to the pavement review committee.

The meeting was adjourned at 11:55 am.



TANGENT SECTION



BRIDGE SECTION

Columbia Engineering
LAND PLANNERS · CIVIL ENGINEERS · LANDSCAPE ARCHITECTS · SURVEYORS
2862 Buford Highway, Suite 200
Duluth, GA 30096
Phone: (770) 925-0357
Fax: (770) 925-0565

SCALE IN FEET
0 5 10 20

REVISION DATES

TYPICAL SECTIONS

SR 122 @ BRICE POND TRIB & OKAPILCO CRK

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		05-001
VERIFIED:		DATE:		

JOB ESTIMATE REPORT

JOB NUMBER : 0013802C SPEC YEAR: 13
DESCRIPTION: 4690.30 CONCEPT COST ALT. 4

ITEMS FOR JOB 0013802C

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0013802	1.000	200000.00	200000.00
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	83138.69	83138.69
0030	210-0100		LS	GRADING COMPLETE - 0013802	1.000	500000.00	500000.00
0033	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	9460.000	18.25	172730.42
0040	318-3000		TN	AGGR SURF CRS	200.000	37.13	7426.10
0050	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1041.000	92.60	96400.91
0055	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	807.000	101.78	82138.90
0060	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1561.000	84.07	131239.56
0064	413-0750		GL	TACK COAT	1785.000	1.93	3445.05
0069	432-0206		SY	MILL ASPH CONC PVMT/ 1.50 DEP	300.000	15.25	4575.22
0107	433-1200		SY	REF CONC APPR SL/I SLOPED EDGE	480.000	188.11	90295.06
0108	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	0.500	12082.29	6041.15
0109	500-0100		SY	GROOVED CONCRETE	480.000	8.93	4287.87
0126	540-1101		LS	REM OF EX BR, STA NO - 1-BRICE POND	1.000	210000.00	210000.00
0127	540-1101		LS	REM OF EX BR, STA NO - 2-OKAPILCO CREEK	1.000	400000.00	400000.00
0128	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 1-BRICE POND	1.000	1483650.00	1483650.00
0129	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 2-OKAPILCO CREEK	1.000	2826000.00	2826000.00
0184	641-1100		LF	GUARDRAIL, TP T	116.000	68.90	7992.51
0185	641-1200		LF	GUARDRAIL, TP W	1100.000	19.28	21214.14
0190	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	4.000	1047.28	4189.16
0195	641-5015		EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	4.000	2535.00	10140.00
0220	573-2006		LF	UNDDR PIPE INCL DRAIN AGGR 6	200.000	25.70	5140.24
0230	603-2181		SY	STN DUMPED RIP RAP, TP 3, 18	200.000	68.41	13683.65
0240	603-7000		SY	PLASTIC FILTER FABRIC	200.000	4.61	922.77
0250	163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA NO- 0013802	4.000	13865.67	55462.70
0254	165-0060		EA	MAINT OF TEMP SEDIMENT BASIN,STA NO -	4.000	4433.40	17733.64
0255	163-0232		AC	TEMPORARY GRASSING	2.000	662.33	1324.66
0260	163-0300		EA	CONSTRUCTION EXIT	2.000	1505.53	3011.08
0265	165-0101		EA	MAINT OF CONST EXIT	2.000	611.93	1223.88
0269	165-0010		LF	MAINT OF TEMP SILT FENCE, TP A	750.000	0.82	617.59
0270	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	5600.000	0.65	3682.90
0275	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	3.000	410.24	1230.74
0280	167-1500		MO	WATER QUALITY INSPECTIONS	24.000	867.48	20819.75
0284	171-0010		LF	TEMPORARY SILT FENCE, TYPE A	1500.000	3.17	4755.03
0285	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	11200.000	4.25	47609.97

JOB ESTIMATE REPORT

0290	700-6910	AC	PERMANENT GRASSING	3.000	1294.01	3882.04
0295	700-7000	TN	AGRICULTURAL LIME	9.000	21.81	196.33
0300	700-8000	TN	FERTILIZER MIXED GRADE	4.000	679.89	2719.58
0305	700-8100	LB	FERTILIZER NITROGEN CONTENT	147.000	3.83	563.33
0310	700-9400	AC	NATIVE REST & RIPARIAN SEEDING	10.000	1860.00	18600.00
0314	711-0100	SY	TURF REINFORCING MATTING, TP 1	1160.000	4.50	5220.00
0315	716-2000	SY	EROSION CONTROL MATS, SLOPES	800.000	2.55	2044.02
0320	163-0240	TN	MULCH	58.000	257.28	14922.47
0344	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	100.000	23.38	2338.87
0350	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	8000.000	1.94	15528.40
0355	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	100.000	18.90	1890.97
0360	636-2070	LF	GALV STEEL POSTS, TP 7	80.000	8.28	662.47
0370	636-5100	EA	MILEPOST SIGNS	2.000	152.98	305.97
0390	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	5120.000	0.55	2831.51
0395	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	5120.000	0.53	2756.10
0430	654-1001	EA	RAISED PVMT MARKERS TP 1	215.000	3.80	817.55
0435	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	2700.000	5.86	15826.83
0440	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	2700.000	6.14	16601.17

ITEM TOTAL	6629830.93
INFLATED ITEM TOTAL	6629830.93

TOTALS FOR JOB 0013802C

ESTIMATED COST:	6629830.95
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	6629830.95

PROJ. NO.	0013802, Alternate 4 Offsite Detour	CALL NO.
P.I. NO.	0013802	
DATE	11/17/2017	

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Nov-17	$ 2.352
DIESEL		$ 2.726
LIQUID AC		$ 358.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)			**36612.66**	**$ 36,612.66**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 572.80	
Monthly Asphalt Cement Price month project let (APL)			$ 358.00	
Total Monthly Tonnage of asphalt cement (TMT)			170.45	

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	807	5.0%	40.35
9.5 mm SP		5.0%	0
25 mm SP	1561	5.0%	78.05
19 mm SP	1041	5.0%	52.05
	3409		**170.45**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$ 1,646.82**	**$ 1,646.82**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 572.80	
Monthly Asphalt Cement Price month project let (APL)			$ 358.00	
Total Monthly Tonnage of asphalt cement (TMT)			7.666755146	

Bitum Tack Gals	gals/ton	tons
1785	232.8234	7.66675515

PROJ. NO.	0013802, Alternate 4 Offsite Detour	CALL NO.	
P.I. NO.	0013802		
DATE	11/17/2017		

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	572.80	
Monthly Asphalt Cement Price month project let (APL)			$	358.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**38,259.48**

Print Form

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0013802

OFFICE Bridge Design/ Program Delivery

Project Description

This project proposes to replace the deficient existing bridges on SR 122 @ Brice Pond Tributary and @ Okapilco Creek. An off-site detour will be used

DATE Nov 17, 2017

FROM Scott Mann, GDOT Project Manager

TO Lisa L. Myers, State Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

MGMT LET DATE 2020-06-15

PROJECT MANAGER Paul Cook, Columbia Engineering

MGMT ROW DATE 2019-06-15

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION	$ 10,100,000	DATE	
RIGHT OF WAY	$ 500,000	DATE	
UTILITIES	$ 0	DATE	

REVISED COST ESTIMATES

CONSTRUCTION*	$ 7,662,600
RIGHT OF WAY	$ 0
UTILITIES	$ 0

*Cost Contains 15 % Contingency

REASON FOR COST INCREASE

Concept Report completed

Revised: May 23, 2014

CONTINGENCY SUMMARY

Construction Cost Estimate:	$ 6,629,831	(Base Estimate from CES)
Contingency:	$ 994,475	(Base Estimate x 15 %) See Contingency Table in GDOT Policy 3A-9 for %
Total Liquid AC Adjustment:	$ 38,260	(From Attached Worksheet)
Construction Total:	**$** 7,662,566	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost

Attachments:

Mitigation costs received via email from EPEI

PI No 0013802 (Brice Pond/Okapilco Creek)

	Wetland Credits Required	Wetland Credits Total Cost	Stream Credits Required	Stream Credits Total Cost
Alternative 1 -	15.437 x $4,000/credit	$61,748	4,817.5 x $125/credit	$602,187.50
Alternative 2 -	12.926 x $4,000/credit	$51,704	0	$0
Alternative 3 -	12.857 x $4,000/credit	$51,428	4,718.8 x $125/credit	$589,850.00
Alternative 4 -	2.245 x $4,000/credit	$8,980	0	$0

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 10/5/2017 Project: Bridge Replacement
Revised: County: Brooks
PI: 13802
Description: Bridge Replacement SR 122 @ Brice Pond Trib & Okapilco Creek-ALT 4
Project Termini: Bridge Replacement SR 122 @ Brice Pond Trib & Okapilco Creek-ALT 4
Existing ROW: Varies
Parcels: 0 Required ROW: Varies

Land and Improvements		$0.00
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$0.00*	
Improvements	*$0.00*	
Valuation Services		$0.00
Legal Services		$0.00
Relocation		$0.00
Demolition		$0.00
Administrative		$0.00
TOTAL ESTIMATED COSTS		$0.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$0.00***

Preparation Credits	Hours	Signature

Prepared By: Valencia Cutts CG#: (DATE) 10/5/17
Approved By: Eric K. Murray CG#: 6545 (DATE) 10/5/2017

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No:
County **BROOKS**
P.I. # **0013802**

Office: **Tifton**
Date: **September 18, 2017**

Description: ***SR 122 @ BRICE POND TRIB & @ OKAPILCO CREEK*** ***(Alternate 4)***

FROM Tim Warren, P.E., District Utilities Manager

TO Scott Mann, Project Manager

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Uniti Fiber (No Conflict Anticipated)	**$0.00**	**$0.00**	**Site Visit / Available Drawings**
Windstream(No Conflict Anticipated)	**$0.00**	**$0.00**	**Site Visit / Available Drawings**
Colquitt EMC(No Conflict Anticipated)	**$0.00**	**$0.00**	**Site Visit / Available Drawings**
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
Total 100.00%	**$ 0.00**	**$ 0.00**	
Department Responsibility 100.00%	**$ 0.00**		
Local Sponsor Responsibility 0.00%	**$ 0.00**	**$ 0.00**	**PFA Dated N/A with N/A**

Update All

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Theo Parker at 229-391-5514.

cc: Paul Cook, Columbia Engineering, Designer
Patrick Allen, P.E., State Utilities Office
Yulonda Pride-Foster, State Utilities Preconstruction Engineer
Brent Thomas, District Preconstruction Engineer

Original Version: May 24, 2013

Concept Utility Report

Project Number: _____ **District:** 4

County: BROOKS **Prepared by:** Theo Parker

P.I. # 0013802 **Date:** 9-18-17

Project Description: SR 122 @ BRICE POND TRIB & @ OKAPILCO CREEK - Revised

The information provided herein has been gathered from Georgia811and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? No Level: ☐A ☐B ☐C ☐D

Public Interest Determination (PID): ☐ Automatic ☐ Mandatory ☐ Consideration

☒ No Use ☐ Exempt

Is a separate utility funding phase recommended? None Known

Existing Facilities: Uniti Fiber, Colquitt EMC and Windstream

Potential Project (Schedule/Budget) Impacts: None Known

Capital Improvement Projects (Utilities) Anticipated in the Area: None Known

Project Specific Recommendations for Avoidance/Mitigation: Use Alternate 1, 3 or Alternate 4 to minimize potential conflicts 115+00 - 165+00 LT to underground burried Windstream and Uniti Fiber

Right of Way Coordination: None Known

Environmental Coordination: None Known

Additional Remarks: None Known

Pond and Company
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092

MEMORANDUM TO: Andre Washington; Daniel Funk
Georgia Department of Transportation, Office of Planning

FROM: Graham Malone
Pond and Company

DATE: April 13, 2017

SUBJECT: Traffic Assignments for PI#0013802, Brooks County, SR 122 at Brice Pond Trib and at Okapilco Creek, Bridge Replacements

Company is furnishing Traffic Assignments for the above project as follows:

BRIDGE- ID 027-0033-0 AND 027-0034-0

	2017 (Existing Year)	2022 (Base Year)	2024 (Base Year +2)	2042 (Design Year)	2044 (Design Year + 2)
AADT	450	475	475	500	525
DHV (AM/PM)	50/50	50/50	50/50	55/55	60/60
K% (AM/PM)	11.0%/ 11.0%	Same as Existing Year			
D% (AM/PM)	57%/ 58%				
24 HR. T% - S.U.	8.0%				
24 HR. T% - COMB.	3.5%				
24 HR. T% - TOTAL	11.5%				
T% - S.U. (AM/PM)	4.0%/ 7.0%				
T% - COMB. (AM/PM)	1.5%/ 6.0%				
T% - TOTAL (AM/PM)	5.5%/ 13.0%				

If you have any questions concerning this information, please contact Graham Malone at 404-748-4835 or by email at maloneg@pondco.com

Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Brooks County
P.I. # 0013802

OFFICE Planning

DATE June 20, 2017

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

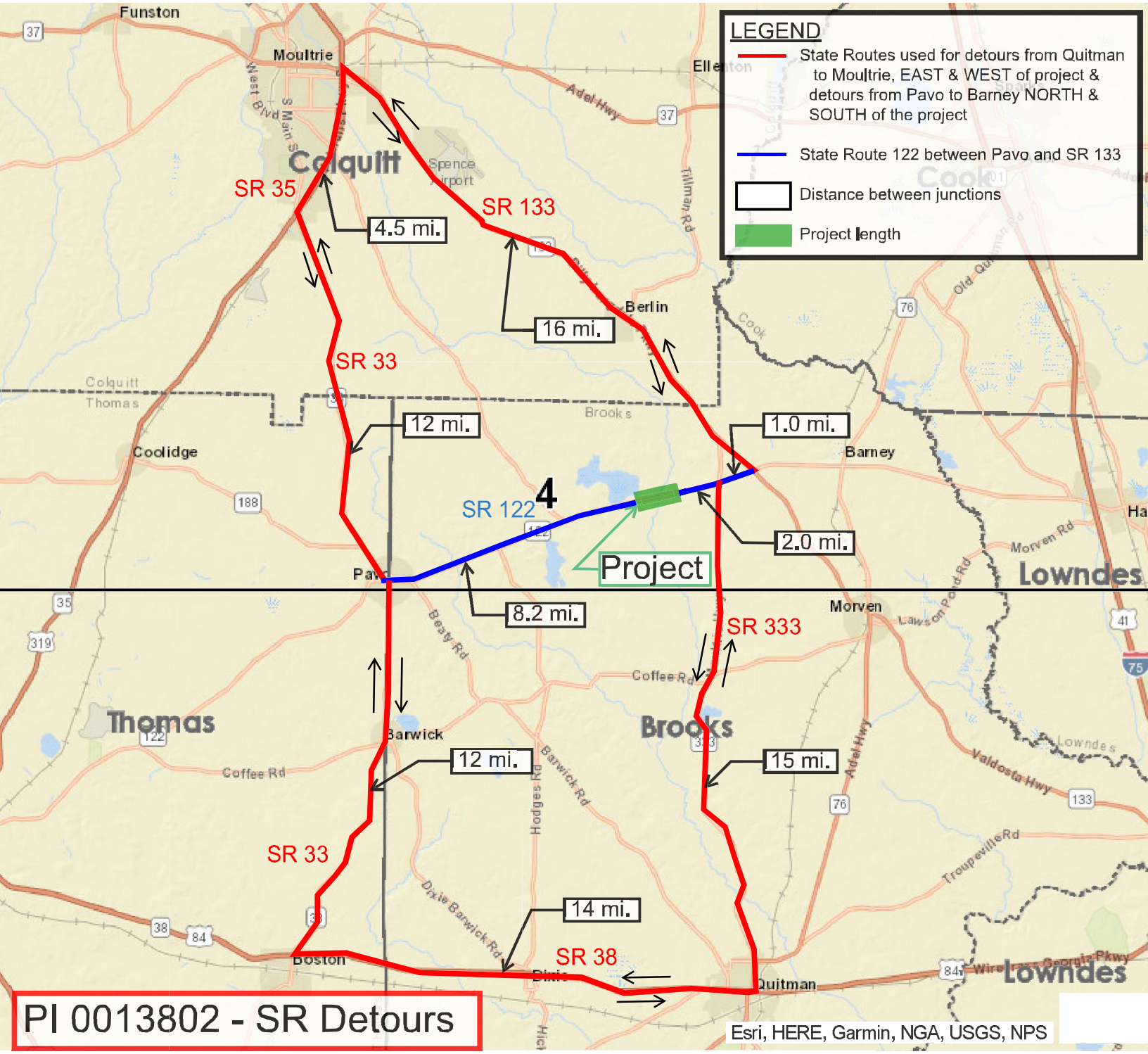
TO Albert Shelby, State Program Delivery Engineer
Attention: Scott Mann

SUBJECT **Reviewed** Traffic Assignment Document for SR 122 @ BRICE POND TRIB & @ OKAPILCO CREEK

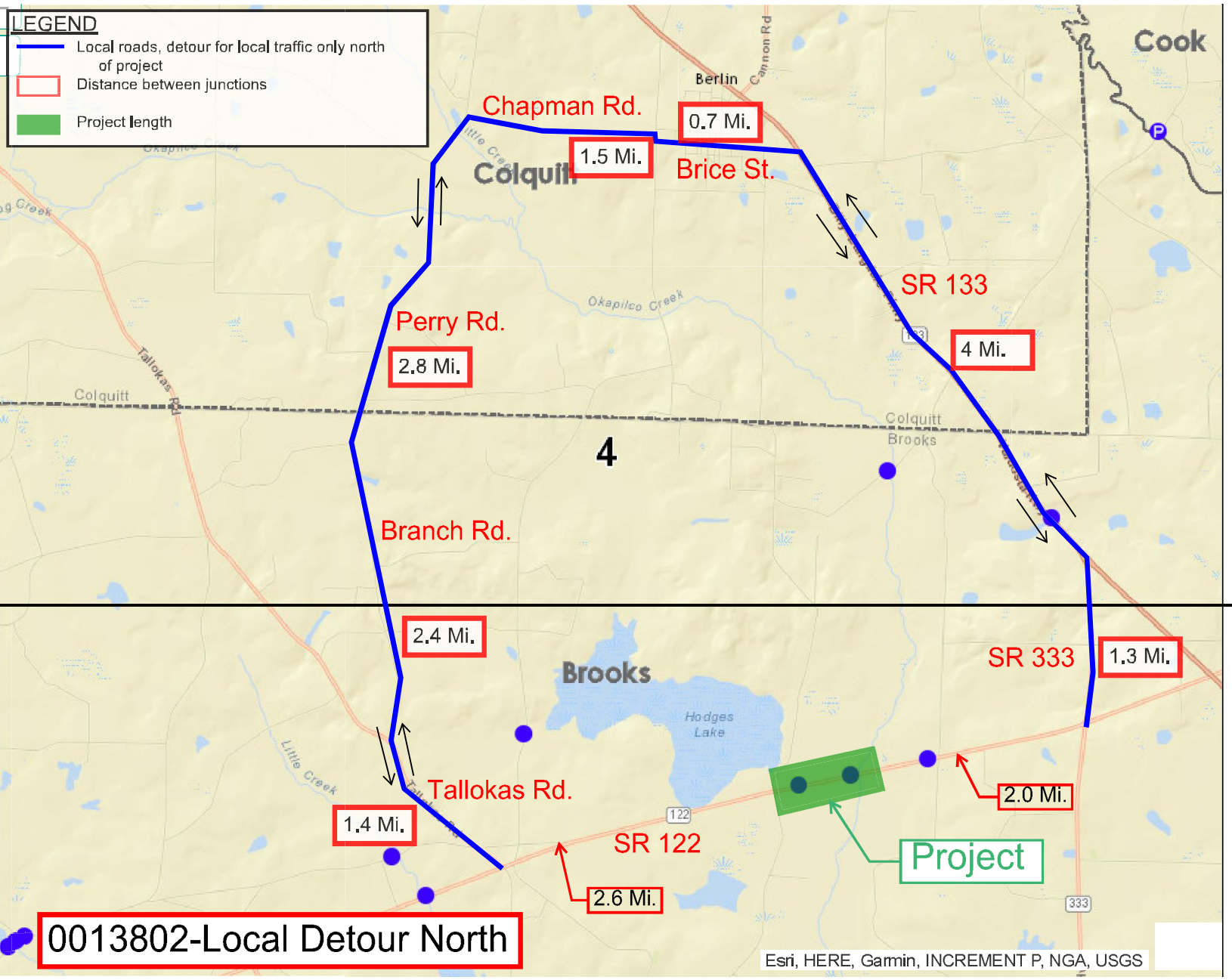
Per request, we have reviewed the Traffic Assignment Document for the above project. Based on the information furnished, we find the Traffic Assignment Document to be satisfactory, and approve the Traffic Assignment Document.

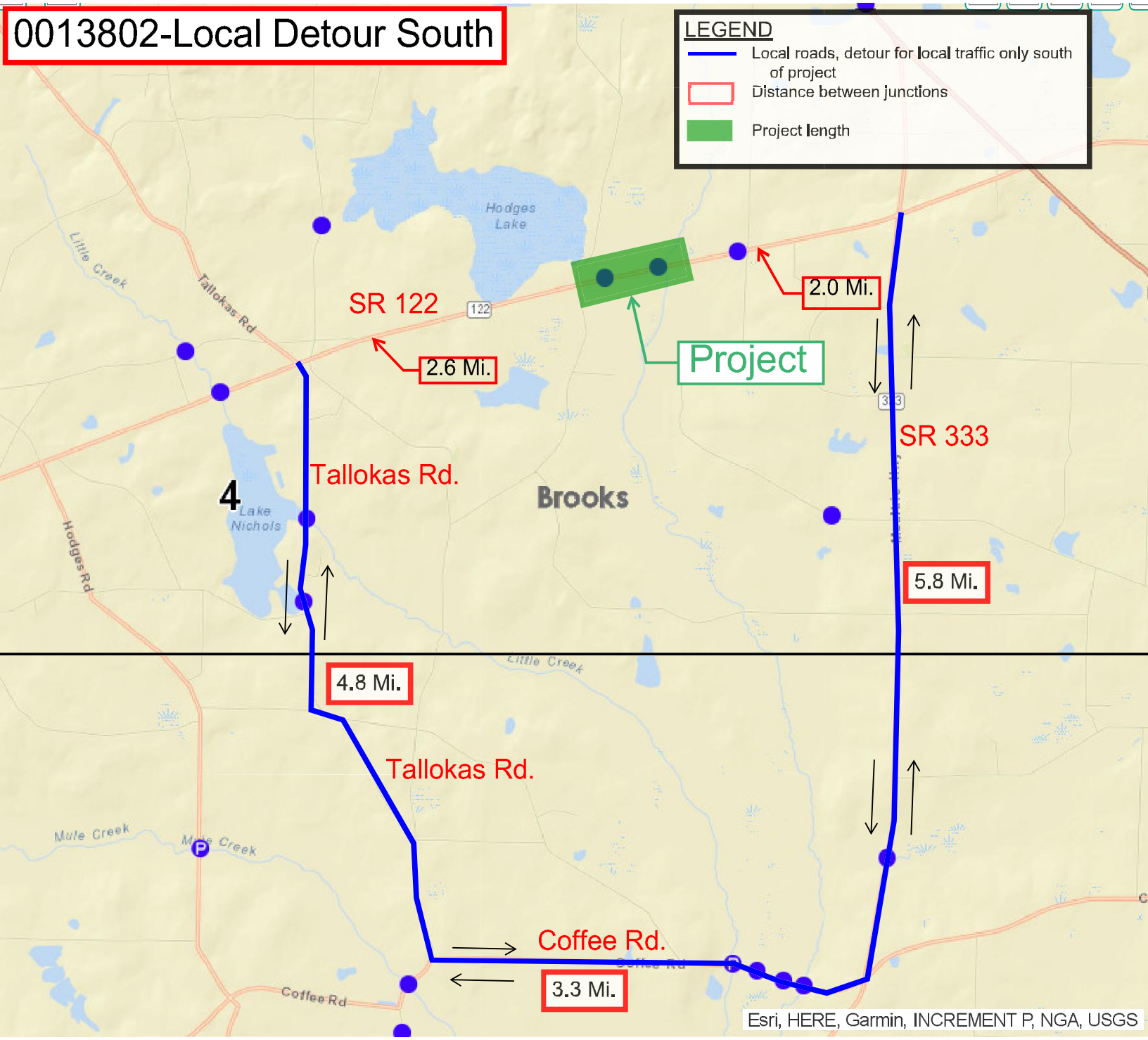
If you have any questions concerning this information please contact Andre Washington at (404) 631-1925.

CLV/AMW



PI 0013802 - SR Detours


LEGEND
Local roads, detour for local traffic only north of project
Distance between junctions
Project length
Chapman Rd.
0.7 Mi.
1.5 Mi.
Brice St.
Colquitt
Berlin
Cook
SR 133
4 Mi.
Perry Rd.
2.8 Mi.
Okapilco Creek
Tallokas Rd
Colquitt
Colquitt
Brooks
4
Branch Rd.
2.4 Mi.
SR 333
1.3 Mi.
Brooks
Hodges Lake
Little Creek
Tallokas Rd.
1.4 Mi.
2.0 Mi.
SR 122
Project
2.6 Mi.
122
333
0013802-Local Detour North
Esri, HERE, Garmin, INCREMENT P, NGA, USGS


0013802-Local Detour South
LEGEND
Local roads, detour for local traffic only south of project
Distance between junctions
Project length
Hodges Lake
Little Creek
Tallokas Rd
SR 122
122
2.6 Mi.
2.0 Mi.
Project
SR 333
Tallokas Rd.
4
Lake Nichols
Brooks
Hodges Rd
5.8 Mi.
4.8 Mi.
Little Creek
Tallokas Rd.
Mule Creek
Coffee Rd.
3.3 Mi.
Coffee Rd
Esri, HERE, Garmin, INCREMENT P, NGA, USGS

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/8/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 027-0033-0 **County: Brooks** **SUFF. RATING: 56.7**

Location & Geography

Structure ID:	027-0033-0
200 Bridge Information:	06
*6 Feature Intersected:	BRICE POND TRIB
*7A Route Number Carried:	SR00122
*7B Facility Carried:	SR 122
9 Location:	APP 5 MI W OF BARNEY
2 GDOT District:	4841400000 - D4 District Four Tifton
*91 Inspection Frequency:	24 Date: 08/18/2016
92A Fracture Critical Insp. Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5A Inventory Route(O/U):	1
5B Route Type:	3 - State
5C Service Designation:	1- Mainline
5D Route Number:	00122
5E Directional Suffix:	0. Not applicable
*16 Latitude:	30 - 59.6562
*17 Longtitude:	83 - 36.7140
98A Border Bridge:	0 98B: GA% 00
99 ID Number:	000000000000000
*100 STRAHNET:	0- The Feature is not a STRAHNET route.
12 Base Highway Network:	Yes
13A LRS Inventory Route:	271012200
13B Sub Inventory Route:	0
101 Parallel Structure:	N. No parallel structure exists
*102 Direction of Traffic:	2- Two Way
*264 Road Inventory Mile Post:	7.78
*208 Inspection Area:	Area 04
*104 Highway System:	0- Inventory Route is not on the NHS
*26 Functional Classification:	6- Rural - Minor Arterial
*204A Federal Route Type:	F - Primary.
*204B Federal Route Number:	01331
105 Federal Lands Highway:	0. Not applicable
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks
217 Benchmark Elevation:	0200.00
* Location ID No:	027-00122D-007.91E

218 Datum:	1- Assumed
*19 Bypass Length:	5
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	2- H 15
37 Historical Significance:	5- Not eligible for the National Register of Historic Places
205 Congressional District:	008
27 Year Constructed:	1940
106 Year Reconsrtucted:	0
33 Bridge Median:	0-None
34 Skew:	0
35 Structure Flared:	No
38 Navigation Control:	0- Navigation is not controlled by an Agency
213 Special Steel Design:	0- Not applicable or other
267A Type Paint Super Structure:	2- Non-Lead Oil Alkyd System (System IV). Year : 1997
267B Type Paint Sub Structure:	6- No Paint Present Year : 1940
*42A Type of Service On:	1-Highway
*42B Type of Service Under:	5-Waterway
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	E - Steel pile. N. Steel-Concrete M. Steel O. Concrete
259 Pile Encasement:	2
*43A Structure Type Main material:	4-Steel (Continuous)
*43B Structure Type Main Type:	2-Stringer/Multi-Beam or Girder
45 Number of Main Spans:	21
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: NoB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
108A Wearing Surface Type:	1. Concrete
108B Membrane Type:	0. None
108C Deck Protection:	8. Unknown
265 Underwater Inspection Area:	0

Signs & Attachments

225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
242 Deck Drains:	1- Open Scuppers.
243A Parapet Location:	0- None present.
243B Parapet Height:	0.00
243C Parapet Width:	0.00
238A Curb Height:	1.2
238B Curb Material:	1- Concrete.
239A Handrail Left:	1- Concrete.
239B Handrail Right:	1- Concrete.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	0
*230A Guardrail Location Direction Rear:	3- Both sides.
*230B Guardrail Location Direction Fwrd:	3- Both sides.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	55
236 Warning Sign:	Yes
234 Delineator:	Yes
235 Hazard Boards:	Yes
237A Gas:	00- Not Applicable
237B Water:	00- Not Applicable
237C Electric:	00- Not Applicable
237D Telephone:	00- Not Applicable
237E Sewer:	00- Not Applicable
247A Lighting: Street:	No
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	00
36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
36B Transition:	2- Inspected feature meets acceptable construction date standards.
36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
36D Approach Guardrail Ends:	2- Inspected feature meets acceptable construction date standards.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/8/2017

Bridge Serial Number: 027-0033-0

County: Brooks

SUFF. RATING: 56.7

Programming Data

201 Project Number:	SP-1591-B (4)
202 Plans Available:	4- Plans in InfoImage.
249 Proposed Project Number:	00000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0013802
252 Contract Date:	02/01/1901
260 Seismic Number:	00000
75A Type Work Proposed:	34- Widening with deck rehabilitation or replacement
75B Work Done by:	1- Work to be done by contract
94 Bridge Improvement Cost:(X$1,000)	$1,641
95 Roadway Improvement Cost: (X$1,000)	$164
96 Total Improvement Cost: (X$1,000)	$2462
76 Improvement Length:	631.0'
97 Year Improvement Cost Based On:	2013
114 Future AADT:	2505
115 Future AADT Year:	2031

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	00.0
216B Bridge Height:	07.8
222 Slope Protection:	0
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	1670
*30 AADT Year:	2011
109 % Truck Traffic:	24
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	20
* 49 Structure Length:	420
51 Bridge Roadway Width:	23.900000000000002'
52 Deck Width:	27.900000000000002'
* 47 Total Horizontal Clearance:	23.900000000000002'
50A Curb / Sidewalk Width Left:	1.0
50B Curb / Sidewalk Width Right:	1.0
32 Approach Rdwy. Width:	27.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	1.5	*Right Width*:1.8	Type: 2 - Asphalt.
Fwd Shoulder: Left Width:	1.8	*Right Width:*1.7	Type: 2 - Asphalt.
Rear Pavement: Width:	23.8	*Type:*2- Asphalt.	
Forward Pavement: Width:	24.0	*Type:*2- Asphalt.	
Intersection Rear:	1	*Forward*:0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	7.0
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	25
64A Operating Type:	2 - HS loading.
64B Operating Rating:	41

231Calculated Loads		**Posting Required**
231A H-Modified:	20	No
231B Type3/Tandem:	20	No
231C Timber:	25	No
231D HS-Modified:	25	No
231E Type 3S2:	32	No
231F Piggyback:	40	No

261 H Inventory Rating:	14
262 H Operating Rating:	23
67 Structural Evaluation:	5
58 Deck Condition:	5 - Fair Condition
59 Superstructure Condition:	5 - Fair Condition
* 227 Collision Damage:	
60A Substructure Condition:	5 - Fair Condition
60B Scour Condition:	8 - Very Good Condition
60C Underwater Condition:	N - Not Applicable
71 Waterway Adequacy:	6-Equal to present minimum criteria.
61 Channel Protection Cond.:	8-Equal to present desirable criteria.
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	6-Minor reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/8/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 027-0034-0 **County: Brooks** **SUFF. RATING: 55.3**

Location & Geography

Structure ID:	027-0034-0
200 Bridge Information:	07
*6 Feature Intersected:	OKAPILCO CREEK
*7A Route Number Carried:	SR00122
*7B Facility Carried:	SR 122
9 Location:	APP 8.3 MI E OF PAVO
2 GDOT District:	4841400000 - D4 District Four Tifton
*91 Inspection Frequency:	24 Date: 08/18/2016
92A Fracture Critical Insp. Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	60 Date: 01/25/2016
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5A Inventory Route(O/U):	1
5B Route Type:	3 - State
5C Service Designation:	1- Mainline
5D Route Number:	00122
5E Directional Suffix:	0. Not applicable
*16 Latitude:	30 - 59.7288
*17 Longtitude:	83 - 36.3078
98A Border Bridge:	0 98B: GA% 00
99 ID Number:	000000000000000
*100 STRAHNET:	0- The Feature is not a STRAHNET route.
12 Base Highway Network:	Yes
13A LRS Inventory Route:	271012200
13B Sub Inventory Route:	0
101 Parallel Structure:	N. No parallel structure exists
*102 Direction of Traffic:	2- Two Way
*264 Road Inventory Mile Post:	8.16
*208 Inspection Area:	Area 04
*104 Highway System:	0- Inventory Route is not on the NHS
*26 Functional Classification:	6- Rural - Minor Arterial
*204A Federal Route Type:	F - Primary.
*204B Federal Route Number:	01331
105 Federal Lands Highway:	0. Not applicable
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks
217 Benchmark Elevation:	0168.51
* Location ID No:	027-00122D-008.29E

218 Datum:	1- Assumed
*19 Bypass Length:	5
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	2- H 15
37 Historical Significance:	5- Not eligible for the National Register of Historic Places
205 Congressional District:	008
27 Year Constructed:	1941
106 Year Reconsrtucted:	0
33 Bridge Median:	0-None
34 Skew:	0
35 Structure Flared:	No
38 Navigation Control:	0- Navigation is not controlled by an Agency
213 Special Steel Design:	0- Not applicable or other
267A Type Paint Super Structure:	1- Lead Chromate Oil Alkyd System. Year : 1997
267B Type Paint Sub Structure:	1- Lead Chromate Oil Alkyd System Year : 1941
*42A Type of Service On:	1-Highway
*42B Type of Service Under:	5-Waterway
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	E - Steel pile. N. Steel-Concrete M. Steel O. Concrete
259 Pile Encasement:	1
*43A Structure Type Main material:	4-Steel (Continuous)
*43B Structure Type Main Type:	2-Stringer/Multi-Beam or Girder
45 Number of Main Spans:	40
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: NoB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
108A Wearing Surface Type:	1. Concrete
108B Membrane Type:	0. None
108C Deck Protection:	8. Unknown
265 Underwater Inspection Area:	2

Signs & Attachments

225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
242 Deck Drains:	1- Open Scuppers.
243A Parapet Location:	0- None present.
243B Parapet Height:	0.00
243C Parapet Width:	0.00
238A Curb Height:	1.3
238B Curb Material:	1- Concrete.
239A Handrail Left:	1- Concrete.
239B Handrail Right:	1- Concrete.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	0
*230A Guardrail Location Direction Rear:	3- Both sides.
*230B Guardrail Location Direction Fwrd:	3- Both sides.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	55
236 Warning Sign:	Yes
234 Delineator:	Yes
235 Hazard Boards:	Yes
237A Gas:	00- Not Applicable
237B Water:	00- Not Applicable
237C Electric:	00- Not Applicable
237D Telephone:	00- Not Applicable
237E Sewer:	00- Not Applicable
247A Lighting: Street:	No
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	00
36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
36B Transition:	2- Inspected feature meets acceptable construction date standards.
36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
36D Approach Guardrail Ends:	2- Inspected feature meets acceptable construction date standards.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/8/2017

Bridge Serial Number: 027-0034-0

County: Brooks

SUFF. RATING: 55.3

Programming Data

201 Project Number:	SP-1591-B (4)
202 Plans Available:	4- Plans in InfoImage.
249 Proposed Project Number:	00000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic Number:	00000
75A Type Work Proposed:	34- Widening with deck rehabilitation or replacement
75B Work Done by:	1- Work to be done by contract
94 Bridge Improvement Cost:(X$1,000)	$3,126
95 Roadway Improvement Cost: (X$1,000)	$313
96 Total Improvement Cost: (X$1,000)	$4689
76 Improvement Length:	1011.0'
97 Year Improvement Cost Based On:	2013
114 Future AADT:	2505
115 Future AADT Year:	2031

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	4.00
216B Bridge Height:	10.5
222 Slope Protection:	0
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	1670
*30 AADT Year:	2011
109 % Truck Traffic:	24
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	20
* 49 Structure Length:	800
51 Bridge Roadway Width:	23.8'
52 Deck Width:	25.7'
* 47 Total Horizontal Clearance:	23.8'
50A Curb / Sidewalk Width Left:	1.0
50B Curb / Sidewalk Width Right:	1.0
32 Approach Rdwy. Width:	28.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	1.8	*Right Width*:1.7	Type: 2 - Asphalt.
Fwd Shoulder: Left Width:	1.7	*Right Width:*1.5	Type: 2 - Asphalt.
Rear Pavement: Width:	24.7	*Type:*2- Asphalt.	
Forward Pavement: Width:	24.8	*Type:*2- Asphalt.	
Intersection Rear:	0	*Forward*:0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	7.0
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	2-Allowable Stress (AS)
63 Operating Rating Method:	2-Allowable Stress (AS)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	24
64A Operating Type:	2 - HS loading.
64B Operating Rating:	40

231Calculated Loads		**Posting Required**
231A H-Modified:	20	No
231B Type3/Tandem:	24	No
231C Timber:	34	No
231D HS-Modified:	25	No
231E Type 3S2:	40	No
231F Piggyback:	40	No

261 H Inventory Rating:	15
262 H Operating Rating:	22
67 Structural Evaluation:	5
58 Deck Condition:	5 - Fair Condition
59 Superstructure Condition:	5 - Fair Condition
* 227 Collision Damage:	
60A Substructure Condition:	5 - Fair Condition
60B Scour Condition:	5 - Fair Condition
60C Underwater Condition:	7 - Good Condition
71 Waterway Adequacy:	6-Equal to present minimum criteria.
61 Channel Protection Cond.:	6-Equal to present minimum criteria.
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	6-Minor reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901

Consultant Kick-off Meeting
Bridge Replacements
Brooks and Seminole Counties, PI's: 0013714; 0013801; 0013802; 0013828
CES No. 4690.10; 4690.20; 4690.30; 4690.40

Meeting Date: November 4, 2016 - 10:00 A.M. to 11:30 A.M.
Meeting Location: Columbia Engineering Office, Duluth, Georgia

Attendees:

COMPANY	NAME	EMAIL	PHONE
GDOT/SEI	Scott Mann	smann@dot.ga.gov	770-702-7033
United Consulting	Jay Ashtiani	jashtiani@unitedconsulting.com	770-582-2855
United Consulting	Santanu Sinharoy	santanu@unitedconsulting.com	678-898-6420
Pond	Graham Malone	maloneg@pondco.com	404-748-4835
Heath & Lineback	Masood Shabazaz	mshabazaz@heath-lineback.com	770-424-1668
Edwards-Pitman	Paul Alimia	palimia@edwards-pitman.com	770-333-9484
Edwards-Pitman	Jill Brown	jbrown@edwards-pitman.com	770-333-9484
Columbia Engineering	Paul Cook	pcook@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Helen Hawkins	hhawkins@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Maureen Nerenbaum	mnerenbaum@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Daniel Conroy	dconroy@Columbia-Engineering.com	770-925-0357
Columbia Engineering	April Fraase	afraase@Columbia-Engineering.com	770-925-0357

Mr. Mann and Ms. Hawkins welcomed everyone to the Kick-off Meeting and invited everyone to sign-in. Everyone introduced themselves.

Mr. Mann went over the consultant Monthly Invoice Form, Invoice Verification Worksheet, Monthly DBE report, and the Monthly Progress Report/Project History. Mr. Mann mentioned that the Progress Report is the most important part of invoicing and this should be a living document so if there is a change of project managers it will be easy for them to know what has transpired in the past. He mentioned that on the Invoice Form, he does not want to see hourly rates or any breakdown by hours, just percentage complete of the task and/or phase. Ms. Hawkins will send out a blank invoice spreadsheet for each of the subconsultants to fill in percentage complete for current monthly tasks and then she can compile them all into the prime's monthly invoice. Ms. Hawkins handed out Columbia's 2016 monthly subconsultant billing schedule for dates when Columbia Engineering (CES) must receive subconsultants' invoices for inclusion into prime's monthly invoice. Ms. Hawkins will send out the 2017 billing schedule once she receives it from the CES accounting department.

Next, the schedules were discussed. Currently CES has received NTP for 3 of the 4 contracts. Mr. Mann expressed the desire to accelerate the schedules if possible. Each subconsultant was asked to look at the current schedules to see if the dates shown for each task can be met and to let Ms. Hawkins know by November 10, 2016 if they need to revise the schedules so she can submit on November 11, 2016. It was noted that the survey letters were sent out for Contract 1 on October 25, 2016, however the letters only included survey and environmental. The Team discussed that this letter can be modified for Contract's 2 & 4, but should be modified to include Geotech because UST investigations and existing pavement analysis will be performed in the next task order.

Mr. Mann pointed out that the Milestone submittal dates shown on the approved schedule is the DATE the he must submit to other GDOT offices. Major submittals must be made to Mr. Mann no less than 30

days prior, to allow time for review and processing. Mr. Mann once again stressed the importance of trying to beat the schedule shown on P6 schedule since the dates are the worst-case scenarios.

Ms. Hawkins noted that QC/QA certification letters are required from the subconsultants for all major submittals.

Contract 1's schedule for data collection was discussed further because it was noted that the safety project Letting in December will be closing three current railroad crossings near this bridge and may affect the traffic counts for this project corridor. Ms. Hawkins was going to check to see if existing traffic was available for this safety project. The current schedule shows traffic data volumes due by February 22, 2017, however the traffic forecasting will need to be updated after this date to account for the redistribution of the traffic from the three closed railroad crossings.

More discussions occurred regarding Contract 1 in Quitman because of potential staging issues. The road cannot be closed because it would require an 85-mile state route detour. Additionally, the bridge needs raised approximately 4' because of substandard clearances over the railroad and the substandard approaches need reconstructed. This, in turn, will impact the first intersection to the north of the bridge, which will also need to be raised. Several houses may need to be taken to avoid a potential historical resource. It was mentioned that CES needs to ensure that Medical, Police and Fire will have access over railroad during staged construction, especially with the closing of three at-grade crossings in the vicinity. Ms. Hawkins presented the layout of the existing bridge and pointed out the potential historical property and the substandard sight distances on the approaches. The current bridge configuration has four lanes with no median, and the new bridge will have four lanes with a median.

The CES team will need to confirm with GDOT the number of alternatives required to present at the Concept Meeting. A Bridge Type Study showing alternatives will be completed first and then CES can develop costs associated which each alternative. Right of Way costs will come from GDOT, with CES supplying the required areas. GDOT is also acquiring the right of way for these projects.

Next, the Statement of Qualifications were mentioned. These projects currently have Federal funding, therefore they will all require NEPA documents. Mr. Mann pointed out that as these projects progress, some may change to be completely state funded. Additionally, he mentioned that the funding change won't be known in advance, therefore the projects should proceed with the NEPA process.

It was verified that these projects will be using the LRFD design for the BFI/WFI and bridge design.

Mr. Mann has not heard from any of the SMEs for these projects; therefore, no trackable items have been noted at this time. Ms. Hawkins pointed out that trackable items identified will factor into the Risk of the project and need to be tracked during the projects life. Mr. Mann commented that this will be done during the concept phase. In addition, Mr. Mann stated that an Initial Concept Team Meeting (ICTM) should be added to Contract 1 only, due to the complicated design and staging concerns. It was also mentioned that adding an ICTM would impact the overall project schedule, therefore the schedule will require revisions.

Monthly project meetings are to be held the first Wednesday of every month. Participants can call in for these meeting and only disciplines actually working need to participate any particular month. However, minutes of these meetings will be distributed to the entire team.

Mr. Mann discussed the scope template handouts for the next round of task orders. There was one for the Quitman project with railroad and one for the other three projects. GDOT is trying to streamline the procurement process, and the templates distributed today have already been reviewed and approved by the SMEs. Mr. Mann mentioned that the negotiations will proceed faster if no modifications are necessary. Mr. Mann requested that everyone review these contracts and give him feedback if anything needs to be modified. Also, if additional tasks need to be added, Mr. Mann mentioned that this may increase the time for the task orders to proceed through procurement.

Mr. Mann stated these projects will hold stakeholder meetings. Due to the complexity of Quitman, he anticipates that more than one stakeholder meeting may be necessary. He also stated that the two other projects in Brooks County may be a combined meeting due to their close proximity.

The meeting was then opened up to questions.

It was pointed out that the Soil Surveys are not shown on the schedules. However, since these counties are not in critical soil areas of the state, these reports can be scheduled after the PFPR is held.

Mr. Cook pulled up the Quitman project aerial in Google so that the team can see the complexity of the project. It was pointed out that there are two existing tall concrete walls adjacent to the existing bridge abutments. Also shown was the sidewalks and lights on both sides of the bridge. Mr. Shabazaz recommended that one of the sidewalks be closed during the staging of the new bridge. The intersection to the north of the bridge was also reviewed as it will require adjustments from the substandard bridge approach redesign.

Action Items:

- Mr. Mann will send signed survey letters to CES for remaining projects and add geotech services. CES will forward to all subs included in the tasks.
- Mr. Mann will send electronic cover letter to CES for invoices. CES will sign and send back to GDOT with invoices and paperwork. Mr. Banks will process all invoices through CMIS once he has a signed cover letter.
- CES team members are to review the schedules and send comments and/or time reducing tasks to Ms. Hawkins by November 10, 2016. Ms. Hawkins is to send schedule comments and time reducing tasks to Mr. Mann by COB November 11, 2016.
- Mr. Mann will work on adjusting the NTPs for the project delays due to procurement.
- Mr. Mann will add ICTM to Quitman's (0013714) schedule, which will revise the overall schedule.
- Ms. Hawkins will contact GDOT personnel to obtain traffic counts from the existing conditions where the 3 railroad closures will occur in Quitman.
- All CES team members should send CES an email if they will not be participating in the monthly status meeting call.
- CES will submit assumptions for next round of task orders once Mr. Mann sends CES the revised assumptions/scope.
- GDOT needs to send CES NTP for Task Order #3 (0013802-Brice Pond).

The meeting was adjourned at 11:30 am.

Monthly Status and Concept Kick-off Meeting Minutes

June 29, 2017, 3:00 P.M. – 3:50 P.M.

PI 0013801, 0013828, 0013802, 0013714 – Brooks and Seminole Counties

Call Number: 770-702-7055, 7033#

I. Attendees

a. Scott Mann – GDOT (call in)
b. Graham Malone – Pond (call in)
c. Rudolph Frampton, Masood Shabazaz – H & L (call in)
d. Jennie Agerton – EPEI (call in)
e. Santanu Sinharoy – United (call in)
f. Helen Hawkins, Maureen Nerenbaum, Morgan Purchell, David Woodson – Columbia Engineering

II. Schedule Status

a. The schedule will be revised with latest dates. The NTP dates are shifting as follows:
   - 0013714 – roughly 3/7/17 (5 months from original NTP)
   - 0013801 – roughly 4/7/17 (6 months from original NTP)
   - 0013802 – roughly 3/7/17 (5 months from original NTP)
   - 0013828 – roughly 4/7/17 (6 months from original NTP)

   Once these are put into the system (P6), the exact date will be determined.
b. Team is waiting on next task order to include SUE, ESA Phase I and existing pavement evaluation for PI 0013714, Quitman.
c. Next milestones: These dates have to be met
   - Concept Team Meetings
     1. 0013714 – to be held around 10/20/17
     2. 0013801 – to be held around 8/23/17 (held w/0013802)
     3. 0013802 – to be held around 8/23/17
     4. 0013828 – to be held around 9/23/17

III. Project Status

a. Survey status
   - TO#1, resubmitted revised database on 6/12/17 to GDOT based upon comments received.
     1. CES may be obtaining extra survey lengths and widths due to conceptual designs exceeding survey limits. Scheduled to resubmit 8/4/17, if needed.
     2. Waiting on revised database approval from GDOT (submitted 6/12/17). If survey needs to be extended then just include the additional area and note it on the next submittal. Do not make a separate submittal just for the additional area.
   - TO#2, submitted database to GDOT on 5/10/17.
     1. Resubmitted survey database on 6/27/17 addressing GDOT comments and showing extra lengths/widths. Waiting on comments/approval from GDOT.

- TO#3, submitted database to GDOT on 5/10/17.
    1. Received comments from GDOT review on 6/14/17.
    2. Obtaining extra survey lengths and widths due to conceptual designs exceeding survey limits. Scheduled to resubmit 7/28/17.
- TO#4, submitted database to GDOT on 5/10/17.
    1. Received comments from GDOT review on 6/14/17.
    2. Obtaining extra survey lengths and widths due to conceptual designs exceeding survey limits. Scheduled to resubmit 7/7/17.
- Next step: resubmit survey database and package to GDOT for approval on TO#3 and 4.

b. Traffic status

- TO# 2, 3, and 4: all traffic documents are approved.
    1. No more tasks are required.
- TO# 1: growth rate and no-build flow diagrams were approved on 5/5/17.
- Next step: prepare project design year traffic volumes after additional conceptual design information is provided (adjacent road closures or converted to one-way) and submit to GDOT for review/approval on TO#1.

c. Bridge Status

- The Bridge Type Study does not need to be completed for Concept Report to be approved. However, once it is completed and it changes from what was shown in the Concept Report, a Revised Concept Report will be completed.

d. Roadway Status

- Conceptual layout designs were sent to subs for 0013801, 0013802, and 0013828 (TO#2, 3, and 4). 0013714 (TO#1) will be sent out once the alternates are designed. Per discussions during this meeting, a revised 0013802 will be sent out to sub-consultants with a shifted proposed alignment – original design had 15' clearance between existing bridge and proposed bridge, however, a 40' clear distance is needed for bridge construction equipment.
- These are Limited Scope Concept reports and not everything must be completed prior to submission. All projects must meet the revised milestone dates.

IV. Other Discussions

a. None of these bridge replacement projects can use offsite detours because the detour lengths are too long.

b. The current concept alternatives for three of the four bridge replacements show parallel alignments with approximately 15' clearance from the existing bridge to the new bridge.

c. After discussing how the two bridges for project 0013802 (Brice and Okapilco) would be constructed, it was decided that a temporary road would

be needed during construction. Therefore, this concept alignment alternates will be revised to allow approximately 40' clearance between the new and existing bridges.

d. The bridge over Okapilco is currently 800' long and has scuppers. However, scuppers typically should not be used over waters that serve as habitat for protected species (federal and state) or within stream buffers. But, discharge into the floodplain is acceptable as long as the scuppers are outside of the stream buffer (which serves as stormwater treatment) and the floodplain does not serve as habitat for protected species (such as wetlands that serve as foraging habitat for eastern indigo snake). Once protected species in the area have been verified, EPEI will forward that information. H& L mention that if the new bridge were to require a closed drainage system, it would be costly and could add more than $200,000 to the project's construction cost. Scott said the preliminary construction budget for these two bridges was approximately $10,000,000.
e. The bridge replacement in Quitman is the most difficult to design. An offsite detour is not feasible, nor is a parallel bridge. The new bridge will need to be replaced utilizing an alignment close to the existing alignment, however the walls will control how far off the new bridge needs staged from the existing bridge. This will also require the existing bridge to be cut; therefore, Columbia will need input from H&L as to where it can be cut. The new bridge is considerably wider than the existing bridge; therefore one of the adjacent side roads may need to be closed. Columbia is finalizing the concept alternates and will select the alternate that minimizes impacts to historical properties and utilities.
f. Any innovative ideas regarding construction or design that we have for any of these replacement bridges can be submitted to Scott, and he will forward to the subject matter experts.

V. Action Items

a. Columbia to revise the concept alternatives for 0013802 and re-send to subs.
b. Columbia to finalize alternates and potential road closing for 0013714 and send to subs.
c. Columbia to send profiles of all projects to H&L.
d. H&L will get the old bridge plans for 0013714 in Quitman.
e. Scott is going to check to see if we can any of the projects can utilize a signalized 1-lane of traffic on any of the existing bridges during construction.

The next meeting will be Thursday, August 3, 2017 at 3 pm.